### NEW CHASE BANK PRESIDENT.

MR. HEPBURN SUCCEEDS MR. CANNON, WHO RESIGNS.

Mr. Cannon to Be Chairman of the Board of Directors-His Health Is Such That He Asked to Be Relieved of Active Work-A. H. Wiggin Vice-President

Henry W. Cannon has resigned as president of the Chase National Bank and A. Barton Hepburn, the vice-president, has been elected president. Albert H. Wiggin, vice-president of the National Park Bank, succeeds Mr. Hepburn in the vicepresidency of the Chase.

The board of directors of the Chase bank created the place of chairman of the board. and to that Mr. Cannon, who desired to be relieved of active work, was elected. Mr. Cannon was long president of the bank, and as a member of the Clearing House committee has been an important factor in financial affairs.

Mr. Hepburn, who has been the active vice-president of the Chase, has been promment in State, national and local financial affairs for many years. He was at one time a member of the Legislature of this State, where he served on the Banking Committee, and later he was a State bank examiner. Mr. Hepburn also served as Comptroller of the Currency, and in this city has been president of the Third National Bank and vice-president of the National City Bank, which he left to go to the Chase. Owing to Mr. Cannon's impaired health the active direction of the bank has been for some time in Mr. Hepbank has been for some time in structure, burn's hands, and his conduct of the institution's affairs has won wide recognition among his banking associates. He is among his banking associates. He is looked on as one of the closest students of finance in this country and his published writings on financial topics have been accepted as authoritative.

accepted as authoritative.

Mr. Wiggin, who becomes the bank's vice-president, came from Boston to the Park bank some five years ago and has already a reputation as one of the ablest of local bank officers. The Park bank has not announced his successor.

#### Votes Down a Proposal to Lower Them -Fears Too Many Outsiders.

The Musical Mutual Protective Union now Local 310 of the American Federation of Musicians, at an exciting meeting vesterday in Aschenbrodel Verein hall in East Eighty-sixth street, voted down an amendment to the rules reducing the initiation fee from \$100 to \$20. This was the most important out of eighty proposed amendments to the constitution passed on, and discussing it took up so much time that only twenty-two amendments on the list were passed on. The others were laid over until Thursday, when there will be an adjourned meeting.

The men in favor of the lower initiation fee were nearly all members of the old Local 41, which by amalgamating with the present union added 1,300 to its 3,500 members. They declared that a high initiation fee kept many hundreds of competent musicians out and the union would be competing with increasing numbers of Louis, Chicago or Kansas City, and this fee would swamp it with an army of new members from other cities.

The proposal to lower the fee was de-

feated by an overwhelming majority. All proposed amendments for increased salaries, including those for raising the walking meeting adjourned.

#### WILL HOLD THEIR COTTON. Southern Planters to Wait for Better

Prices-Banks Will Help Them. NEW ORLEANS, Feb. 11.- The appeal made by the New Orleans cotton merchants o the dealers and farmers of the South to

hold their cotton just now against the depression caused by the Russo-Japanese War has met with many favorable responses. The following resolution is being adopted by the cotton growers throughout Misssippi:
"Resolved, That we unanimously inderse

the action of the New Orleans and Memphis Cotton exchanges in holding cotton, and, while not more than 5 per cent. of the staple yet remains in this section, we will take care of all that is offered and put none of on the market until cotton regains its relative value. In Louisiana the banks in the smaller

towns posted notices to merchants and planters in their territory that they were prepared to make liberal advances upon cotton and to carry all the cotton unsold until such time as the squeeze should end. he disposition seems to be general with the Southern cotton interests to cooperate and prevent the sacrifice of cotton at the present prices.

# BUSINESS TROUBLES.

#### Muller, Schall & Co. Attach Theodore Luhrman's Securities Here.

Deputy Sheriff Plunkett has received an attachment against Theodore Luhrman, doing business as Stephen Luhrman & Son, bankers at Bremen, Germany, whose failure was published yesterday, for \$5,874 in favor of Muller Schall & Co. of this city, for money paid for Luhrman's use in this city on Dec. 4 last. The Sheriff attached a lot of stocks and bonds in the hands of Muller, Schall

Deputy Sheriff O'Rourke has received four executions against John Maher & Son, builders, of 500 Fifth avenue, the largest being in favor of Beer & Hess, \$1,120, and the Vulcanite Portland Cement Co., \$383. A prominent stock market man who made Mechanics' liens to the amount of \$16,000 the calculation a month ago that the railwere recently filed against several of the concern's buildings, among which are the St. John's College at Fordham, a church 182d street and Grote avenue, large building at Mercer street and Washington place. John Maher, the senior partner, has been in business since 1870, and James S. Maher became a partner on

A creditors' petition in bankruptcy has been filed against the G. Nussbaum Company, manufacturerers of shirt waists at 56 East Eleventh street.

#### CASHIER DENHAM BEHEADED. Methodist Book Concern Official Fell Under a Moving Train.

ELIZABETH, N. J., Feb. 11.-Daniel Denham, 69 years old, cashier of the Methodist Book Concern, New York, was killed instantly at the South Elizabeth station of the Pennsylvania Railroad this morning. He tried to board the train just as it started, but missed the step and fell head foremost under the car. He was decapitated. Mr. Denham had been cashier of the Book Concern for more than fifty years. He was president of the board of trustees of he St. James Methodist Church here. He

Building Loan Banking Co. Insolvent. Supreme Court Justice Dugro, after hearing a long argument, yesterday announced that he would sign a judgment declaring the New York Building Loan Banking Company insolvent and making permanent the appointment of Charles M. Preston as receiver. Hudson Campbell tes-tified that the company's assets when the temporary receiver was appointed were \$6,899,959, and the liabilities \$8,007,857, leaving a deficiency of \$1,307,897.

#### GOSSIP OF WALL STREET.

"The situation in the room here," said one

of the best floor traders at the close yesterday, is that the bear crowd has sold about all it wants to be short of until it sees some selling of real stocks. There has been no liquidation to-day anywhere that I could see. We know, of course, that without calamitous news of some kind it is extremely difficult to start liquidation while money is so cheap. The bear crowd is depending largely upon bad news from somewhere to break the market. The floating supply of stocks has not been much increased but the short interest has. Unless long stocks can be forced out to cover with, the shorts may have to bid prices up on each other when they try to get back what they have sold. A turn in the foreign situation, of course, might frighten out stocks, in which event the appearance of the market would be completely changed."

Trading yesterday was almost wholly professional. It was estimated that at least 90 per cent. of the transactions were for professional account. Some put it as high as 95 per cent. Commission business was only nominal. The traders grew tired of the market in the afternoon, and speculation on both sides became very stupid. In view of the extended bear interest, especially in Pennsylvania and New York Central, it was thought that there might be a little flurry on short covering in the last hour, but the shorts evidently thought it would be a good speculation to remain short with war being actively prosecuted in the Far East. The law of accidents always favors the bear, evidence the Baltimore fire.

The bear crowd boasted a good dea, of what t intended to do, but did nothing to boast of A concerted attack upon New take place in the afternoon It did not St. Paul cosed relatively strong, and New York Central closed ½ point better than the ow price reached during the forenoon. The early weakness of New York Centra was due largely to traders' selling. Bissell was reported to have started it. were active in the stock, both as buyers and Wednesday's decline was by traders. There is said to have been very little good selling on this level. The stock is believed to be heavily overseld. The rumor of a big oan was actively circulated again yesterday, and again denied by financia nterests who speak for the company The precise figures of MUSICAL UNION KEEPS UP FEES. | the loan were given as \$22,500,000. The story of a new issue of St Paul stock was pretty generally discredited.

There was no long crowd yesterday afternoon. There will be no deliveries now until Monday. There is believed to be an extensive short interest in Pennsylvania.

One way of accounting for the falling off n the investment demand for securities is that it has resulted from the belief on the part of investors that various corporations will make new issues which will be available to the purchaser on terms more attractive than those now prevailing in the market.

The unsatisfactory grain rate situation existing between the Chicago Great Western and its competitors is beginning to receive serious Wall Street attention. The friends of Mr. Stickney, president of the Chicago Great Western, insist that he is unfairly charged with being responsible for the demoralization of rates. The blame, they say lies with the railroads that have attempted to discriminate against Omaha as a grain centre. All that Mr. Stickney wanted was an equalization of rates that would put Cmaha on a footing with such grain centres as St. men over whom it had no control. The it is said, the railroads refused to concede. members of the old M. M. P. U. held that When the Chicago Great Western cut rates the union had already more members than it to a point that would give Omaha equal could provide jobs for and a lower initiation advantages the other roads cut under it. Their cuts were met by the Chicago Great Western and the old warfare was on again. Mr. Stickney, of course, is supported by the business interests of Omaha, whose resentment of the alleged discrimination pracdelegates' pay, were tabled, and some tised by the larger railroads against Omaha minor amendments were carried. The proposals to increase the prices at watering places had not been reached when the Nebraska to be controlled either by the merindependent railroad some 500 miles through
Nebraska to be controlled either by the merchants of that city or by the State. Those who are familiar with the situation and who know to what a pitch feeling has been roused say that unless matters are satisfactorily adjusted very shortly, satisfactorily, that is, to Omaha, this proposed independent oad will certainly be constructed. Omaha feels that it has never had a fair show in its competition with the grain centre favored by the larger railroads.

> It is said that nine months' money was offered yesterday at 41/2 per cent. That would carry the borrower beyond the Presidential

It was rumored yesterday, on what authority obody seemed to know, that the Pennsylvania would take the controlling interest in Chicago and Alton on terms equivalent to about 40 for the common stock and 80 for the preferred. rumor was not confirmed. It was ridiculed by persons who are more or less in ouch with the Gates-Hawley interests in the Chicago and Alton property. It is said that some other disposition of the road is contemplated. There was not a single transaction in Chicago and Alton stock yesterday. The general comment on the rumor of Pennsylvania's getting it was that at 40 for the ommon stock and 80 for the preferred it would be pretty dear.

Several of the leading traders appeared yesterday to be playing the market for a rally at the expense of the short interest. There was no concerted demonstration, however, against the bear account.

Hollins & Co. and De Witt & Co. sold Southern Pacific.

London's operations here were unim-

at the close of the market was on buying by Barnes Bros. and Honigman Wasserman Bros. had previously been prominent as buyers around 46½. The stock closed at a net gain of 114 per cent. Brokers thought the buying was rather better than the selling.

The strength of Brooklyn Rapid Transit was attributed to the operations of

road financing to be done this year would amount to between \$450,000,000 and \$500,000. 000, and who had at that time a list account ing for \$375,000,000, has already increased the itemized list to more than \$530,000,000, and his estimate of the year's prospective aggregates \$600,000,000. This immense demand for money on the part of corporations. argument on the stock market. The Wall Street reception of the various transactions, he believes, will depend largely upon the speculative tendency of prices at the time of their being brought out. In a majority of instances the corporations needing this money, he things, should be regarded in the same light as that in which it would seem only natural to regard a merchant who borrows money to buy another half block and erect a building on it for the accommodation of his increasing business. Using Pennsylvania as an example, he referred to the fact that in spite of the expansion in the facilities of that railroad for handling business its lines were so badly congested with freight only a few months ago as seriously to inconvenience the Pittsburg manufactur-

"There is a good deal of comment" wrote "There is a good deal of comment" wrote the board member of a prominent commis-sion house last night, "over the fact that when the raliroads appear as borrowers, even though their credit should be first class, they have to pay in the neighborhood of 5 per cent. while call money goes begging and time loans to Stock Exchange houses of good credit are offered at unusually low rates."

# New Cashier of Orange Bank.

ORANGE, N. J., Feb. 11.-Henry L. Holmes of Montclair, who has been State Bank Examiner since 1902, has been appointed cashier of the Orange National Bank. He is only 32 years old. Charles Hasler, who The Justice has given judgment against is only 32 years old. Charles Hasler, who has been paying teller of the bank for many the company in all such cases brought years, has been made assistant cashier.

# THE 20 HOUR TRAIN

Between NEW YORK and CHICAGO. THE 20TH CENTURY LIMITED

OVER THE NEW YORK CENTRAL-LAKE SHORE ROUTE.

Yes, it makes the time from New York to Chicago and from Chicago to New York in 20 hours, and it does it every day in the year. No other train does this. It is called "The Busy Man's Train," "The Time Saver," "The Space Annihila-," and illustrates the progress in American transportation methods.

A copy of our 52-page Illustrated Catalogue of the "Four-Track Series" will be sent free, postpaid, on receipt of a two-cent stamp by George H. Daniels, General Passenger Agent, New York.

\$28 UNDERSTOOD TO BE THE PRICE U. S. STEEL GETS.

Report That T. C. & I. Took a Part of the Order for 53,000 Tons at a Price Equivalent to \$26-Anticipation of the Order Put Up Steel Preferred.

Wall Street learned yesterday that the Harriman group of railroads has placed orders for 53,000 tons of steel rails with the Illinois Steel Company, a subsidiary concern of the United States Steel Corporation, and with the Tennessee Coal and Iron Company. The Illinois Steel Company is to furnish 35,000 to 40,000 tons. Wall Street's general understanding was that the orders had been placed at the regular schedule price of the steel rail manufacturers' pool of \$28 a ton, but in some quarters it was asserted that the orders going to the Tennessee Coal and Iron Company had really been placed at \$28 a ton, free on delivery, instead of free on board cars, which would, with freight charges deducted, really mean a price of about \$28. Representatives of the Harriman lines and of the Steel Corporation declined to talk

about the orders. There have been rumors in Wall Street for some days that a large rail order either had been or would be placed by the Harriman lines, and these reports have been accountable for an advance in the shares of the United Steel Corporation, particularly the preferred stock. The Harriman in-terests all along have been understood to be the leaders among the railroads in refusing to accede to the pool price of \$28 a ton and in demanding that, in view of the price reductions in other lines of steel products, rails should also be cut. Predictions, however, were made lately that in view of the unexpectedly large volume of traffic over the Harriman lines the fight for a reduction in rail prices would not be

continued very long.

It has been understood that the prospective orders from the Harriman were for about 300,000 tons of rails.

#### CAR TRAFFIC IN BROOKLYN. Rallroad Commission's Expert Suggests

Means to Relieve Congestion. State Railroad Commission, has made a four men as special policemen to do guard report to the commission on the congestion | duty at stations. The Commissioner withof traffic on the Brooklyn surface railroads | drew last Saturday the policemen he had and on the bridges, and suggests measures | put on the platforms. of relief. He says:

serious delays from this cause occur at the following points: On the Bridge; the Brooklyn terminus of the Bridge; Enlton street between Court street and Flatbush avenue, and at the Broadway ferries.

The delay to car traffic on the Bridge can be prevented by the regulation of the vehicular traffic passing over it; the passage of heavy trucks or other vehicles which might interfere with the free movement of vehicles in a single line over the Bridge between the hours of 5 and 6:30 P. M., should be prohibited. All vehicles passing over the Bridge between the hours of 5 and 6:30 P. M., should be prohibited. All vehicles passing over the Bridge between the hours of 5 and 6:30 P. M., should be prohibited. All vehicles passing over the Bridge hibited. All vehicles passing over the Bridge should be confined to a single line and not should be comment to a single line and not allowed to approach near enough to the tracks to prevent the movement of cars. The congestion on Sands street could be

The congestion on Sands street could be avoided by running all cars from the Bridge that are now operated through Sands street, through Fulton street to Prospect street, passing under the arch of the Bridge and continuing on Prospect to Adams or Jay street. The track for this operation is at present constructed, but would require reconstruction.

To relieve the congestion on Fulton street and facilitate the movement of cars on a large portion of the system, double tracks should be constructed through Livingston street; between Court street and Flatbush avenue. This would necessitate the widening of the street. A single track could be constructed through this street, which could be done by placing it on one side of the street, in such a manner that the operation of cars over it would not seriously interfere with the in such a manner that the operation of cars over it would not seriously interfere with the street traffic. If this were done the congestion on Fulton street could be materially relieved, as about one-half of the cars that are at present run "out" on Fulton street could be operated through Livingston street and return over other routes not running through Fulton street.

If the above suggestions were adopted, the facilities for through traffic from New York could be increased 20 per cent, as since the four additional loops on the New York end of the Bridge have been in use there has been no delay to the movement of cars caused by loading and unloading of passengers at that point.

by loading and unloading of passengers at that point.

No suggestion is made in reference to the improvement of traffic conditions on the elevated system in the borough of Brooklyn, and very little, if any, can be made with the present limited terminal facilities. It is possible that a few more trains and a few additional cars could be operated on some of the different lines, but no improvement of this service such as the present and probable increase in traffic demands can be made at present or in the near future, with the restrictions caused by the present physical conditions.

#### ATTEMPT TO DESTROY BRIDGE. Dynamite Exploded in Span in Process of

Construction-Union Men Suspected. DERBY, Conn., Feb. 11.-An attempt was made at midnight last night to destroy with dynamite the uncompleted steel bridge across the Naugatuck River, which is being Gerty. Victorian Manitou... Athelie. Victoria. Sabine... dynamite the uncompleted steel bridge built by the Boston Bridge Company on the Naugatuck branch of the New York New Haven and Hartford Railroad system. Large amounts of explosives were placed

in two places under the travelling crane. A time fuse was attached to both piles and fired, but fortunately only one was charged. The entire city was shaken by the shock and the detonation was heard for miles around. Examination of the bridge this morning showed that neither the iron nor the piers had been damaged, but the crane was broken in several places. The unexploded dynamite was found in the croich of the "Y" shaped orang there being six sticks 12 inches crane, there being six sticks 12 inches long and 1 inch in diameter. The bridge is being built by non-union men and severa unsuccessful attempts have been since the work was commenced to unionize

#### 69 MORE TRANSFER JUDGMENTS. \$3,450 in Penalties Awarded in Yorkville District Court. Another batch of judgments against

the Interurban Street Railway Company was given in the Yorkville Municipal Court vesterday by Justice Joseph Lawyer Harcourt Bull was complainant and counsel in sixty-nine cases in which he declared that transfers had been re-

fused at various points. He sued for \$50 for each refusal, and won all of the cases.

# HARRIMAN ROADS BUY RAILS, | HARD ROW WITH POOLROOMS. When the Police Can Get in They Don't

Find Anything. Larry Summerfield and Jacob Neustadt, who were arrested Wednesday afternoon in the raid on the alleged poolroom in the rooms over the Martin Engel Hotel in Essex street, were discharged yesterday in the Essex Market police court. Detective Lohmeyer of the Eldridge street station declared that the police saw no bets made, and that all they saw Summerfield and Neustadt doing was to talk over the telephone and get the results of the racing at Van Orleans.

New Orleans.

"The prisoners are discharged," said the Magistrate. "I am satisfied that there was a poolroom in the place, but there is no evidence to prove it. I am satisfied that somebody else was behind it."

The police of the East Thirty-fifth street station made supplies a foot vesterday to

The police of the East Thirty-fifth street station made another effort yesterday to enter the house at 249 East Thirty-third street, where they suspect that Jim Purcell is running a poolroom. Four policemen stood in front of the house as Detective Winter was stopped at the door by Thomas Moore, who told him he could not come in. The detective arrested the man after a scuffle and Magistrate Whitman reproved the detective and discharged Moore.

### KEEP EM STRAIGHT.

Mayor's Accountants Ask Department Heads to Watch Their Clerks.

The Commissioners of Accounts sent a circular vesterday to the heads of the departments asking them to keep a sharp eve on their subordinates.

"It is but natural," the circular said, that some of them may become lax in their duty, may fail to comply with some requirements of the law affecting your office or may even become dishonest."

The Commissioners go on to say that they will themselves make periodical examinations of the offices in case the "short-comings" referred to may escape the detection of the departmental heads. It is added that the purpose of these investigations is to extract the investigations of the second of the s gations is to carry out a desire on the part of Mayor McClellan "that when he relinquishes his office to his successor his administration will be free from reproach.

#### SPECIAL COPS FOR ELEVATED. The Company Applies for Leave to Install 54 at Its Own Expense.

Police Commissioner McAdoo received a request yesterday from the Manhattan C. R. Barnes, electrical expert of the | Elevated Railway Company to appoint fifty-Commissioner McAdoo, Inspector Cort-

Sun rises. . . 6:59 Sun sets. . . . 6:29 Moon rises . 4:1 HIGH WATER—THIS DAY. Sandy Hook. 4:44 Gov. I'd .... 5:16 Hell Gate ... 7:0 Arrived-THURSDAY, Feb. 11.

Ss Oscar II., Copenhagen, Jan. 27.
Ss New York, Rotterdam, Jan. 6.
Ss Citta di Napoli, Gibraitar, Jan. 30.
Ss Parima, Surinam, Jan. 28.
Ss Cherokee, Azua, Jan. 29.
Ss Hilary, Para-Jan. 29.
Ss Milary, Para-Jan. 29.
Ss Nora, Cardenas, Feb. 5. SS Nora, Cardenas, Feb. 5.
Ss Kansas City, Savannah, Feb. 8.
Ss Chattahoochee, Boston, Feb. 10.
Ss Princess Anne, Norfolk, Feb. 10.
Ss H. M. Whitney, Boston, Jan. 10.
Ss Henfeactor, Philadelphia, Feb. 10.
Bark Almora, Caleta Buena, Sept. 27.

ARRIVED OUT. Ss Graf Waldersee, from New York, at Hamburg Ss Ethlopia, from New York, at Glasgow. SAILED FROM POREIGN PORTS.

Ss Cedric, from Queenstown for New York. Ss Trinidad, from Bermuda for New York. OUTGOING STRAMSHIPS Sall To-day. Mails Close. Alene, Hayd.......... 9 30 A M Eastern Prince, Pernam-12 00 M 1 30 P M buco... Cy. of Birmingham, S'v'h Sail To-morros

New York, Southampton. 6 00 A M Vaderland, Antwerp. 8 30 A M Hohenzollern, Naples 8 30 A M Anchorla, Glasgow. 9 30 A M 9 30 A M 10 30 A M Mexico, Havana.

Sarnia, Jamaica.

El Siglo, New Orleans.

El Día, Galveston

Kansas City, Savannah.

Huron, Charleston

Jamestown, Norfolk. Sabine, Brunswick Sail Monday, Feb. 15.

Jefferson, Norfolk ... Due To-day. Main Buenos Aires... Vesta Grenada Pennsylvania. Cadiz Jan West Hartiepool Jan Trinidad Feb Hamburg Jan Consuelo..... City of Macon... El Mar.... Havana. Jacksonville. Due To-morrow. St. Paul.... Exeter City ..... ...Havre ... ...Havre ... ...Savannah Due Monday, Feb. 15. desaba. Due Tuesday, Feb. 18.

# Court Calendars This Day.

Appellate Division—Supreme Court—Before Van Brunt, P. J.; O'Brien, Ingraham, McLaughlin and Hatch, J. J.—Court opens at 1 o'clock:—Motions— Orders—20, Harris vs. Haynes; 28, Gillette vs. Noyes; 26, Gillette vs. Noyes; 37, matter of Gilman; 39, Woolworth vs. The Leader Co.; 40, Gelloway vs. Galloway 43, Purdy vs. Baker. Trial Term— Part XI.—4884—Oberfelder vs. National Distilling Company. Part XIII.—4567—Rawister vs. Beek-man Company.

Court of Appeals Calendar. ALBANT, Feb. 11.—Court of Appeals calendar for to-morrow: Nos. 232, 233, 234, 236, and 238. RAILROADS.

# Pennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESPROSSES AND CORTLANDT STREETS. The leaving time from Desbro Cortlandt Streets is five minutes later than

that given below for Twenty-third Street Sta-tion, except where otherwise noted.
7:55 A. M. FAST MAIL.—Parior, Sleeping and Din-ling Cars. For Chicago, Indianapoils and Louisine Cars. For Unicago, wille. ville. Pullman Sleep-ville. 9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleep-and Observation Cars. Cincinnati.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolts, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.
1:55 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
1:55 P. M. CHICAGO LIMITEIA.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo, and Cieveland. Dining Car.
5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoah Valley Houte).

ey Route).
P. M. WESTERN EXPRESS.—For Chicago.
Toledo, except Saturday. Dining Car. For Toledo, except Saturday. Dining Car.
7.55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, dally, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXDESS NO. 100. PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:55 P. M. PITTSBURG SPECIAL.—Daily for Pitts-

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, \*9:25, \*0:10:10 (Desbrosses and Cortlandt Streets 10:20), \*10:55 a. m., \*12:35, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25 "Congressional Limited," all Parior and Dining Cars), \*3:25, \*4:25, \*4:55 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, \*9:25, \*9:65 a. m., \*12:55 (8:25 "Congressional Limited," all Parior and Dining Cars), \*3:25, \*4:25, \*4:65 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night)

12:10 night. SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 SOUTHERN RAILWAY.—Express, 12:55, 8:25, 4:25 p. m., 12:10 night daily. "Southern's Palm Limited," '12:40 p. m. week days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special," 2:10 p. m. week-days.

SEABOAHD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," 12:55 p. m. daily.

NORPOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 8:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:33 a. m. week-days and 4:55 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:35 a. m. week-days and 4:55 p. m. daily.

ToR OLD POINT COMFORT AND NORFOLK.—7:35 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:35 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Coaches on week-days, Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.—12:55 p. m. week-days.

Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken Sundays). Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a. m., 12:25, 3:25, 4:55 p. m., and 12:10 night, week-days. Sundays, 12:10, 9:25 a. m., and 4:55 p. m. From Desbrosses and Cortlandt streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, \*7:55, 8:25, 8:55, \*9:26 (9:55 St. Louis Limited), \*10:10 (Desbrosses and Cortlandt streets, 10:20), \*10:25 (Penna, Limited), \*10:55, 1:155 a. m.; \*12:56, 1:35, 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, \*9:25, 8:25, 8:25, 4:25, \*4:25, \*4:35 (\*4:55, 1:6:6s, 7:55, 8:25, 9:26 (9:55 for North Philadelphia only), \*5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m., 12:10 night week-days. Sundays, 8:06, \*7:55, 8:25, \*9:25 (\*4:55 Chicago Limited), 9:55, (\*10:25 Penna, Limited), \*10:55 a. m., \*12:55, 1:56, \*3:25, 8:25, \*4:25 (\*4:55 Chicago Limited for North Philadelphia only), \*4:55, \*5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*5:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*5:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*5:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*5:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*3:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*3:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*3:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*3:55, \$:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*3:55, \*

# OCEAN STEAMERS. Hamburg-American.

BI-Weekly Twin-Screw Service.
FOR PLYMOUTH, CMERBOURG, HAMBURG.
Pennsylv'nia, Feb. 20, 74M Waldersee, Mar. 19, 6 AM
Patricla, Feb. 27, 1:30 PM \*Bluecher, Mar. 24, 10 AM
\*Moitke, March 3, 10 AM \*Moitke, Mar. 31, 10 AM
Pretoria... Mar. 12, 1 PM Pennsyl'a, Apr. 2, 6:30 A.M.
'Grill Room and Gymnasium on board.

Mediterranean Service. New York—Naples—Genoa, By superb New Twin-Screw Steam Cabin, \$50, \$60, \$75, Upward.

According to Steamer Offices, 35 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

# FAST EXPRESS SERVICE. PLYMOUTH—CHERBOURG—BREMEN. Kalser...Mar. 5, 10 AM | Kalser...Mar. 29, 10 K. Wm. 11, Mar. 15, 5 AM | K.Wm. 11, Apr. 12, 1 Kronprinz, Mar. 22, 8 AM | Kalser...Apr. 26, 10

OELRICHS & CO., 5 BROADWAY, N. Y. CANADIAN PACIFIC RAILWAY.

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Emp. of China... Feb. 22 R.M.S.Tartar... Mar 28 R.M.S. Athenian... Mar 7 Emp. of Japan... Apr. 11 Emp's of India... Mar. 21 Hawaiian Fiji Islands, Australia and New Zealand.

. Feb. 5 | Mlowera . For rates and information apply at 458 & 1 B'way. CUNARD LINE TO LIVERPOOL CUNARD LINE '11 Queenstown.

Umbria...Feb. 18, 2 PM | Etruria... Mar. 5, 8 A M | Ivernia, Feb. 20, 7:30 A M | Lucania... Mar. 12, noon Campania, Feb. 27, noon Umbria... Mar. 19, 7 A M MEDITFRRANEAN SERVICE.

Aurania...Jan. 20, 11 A. M.

Carrying Cabin and Steerage Passengers.

From Piers 51-52, North River.

Apply to the Cunard Steamship Co., Ltd., 29 Brosdway, N. Y. VERNON H. BROWN, General Agent.

HOLLAND-AMERICA LINE

New Twin-Screw Steamers of 12,500 Tons.

NEW YORK-ROTTERDAM, via BOULOGNE.

Salling Tuesdays, at 10 A. M.

\*Sloterdyk. Feb. 16 | Rotterdam. Mar.

Statendam. Feb. 23 | Noordam. Mar. 2

{Amsterdam. Mar. 1 | Statendam. Mar. 2

;Steerage only. \*Freight only. Holland-America Line, 39 B'way, N. Y.

Atlantic Transport Line. | MANITOU | FEB. 13, 9 A. M | MESABA | FEB. 20, 9 A. M. MINNETONKA | FEB. 27, 2 P. M. MARQUETTE | MAR. 5, 9 A. M. Only first-class passengers carried. | FOR RATES, ETC., APPLY AT 1 BROADWAY.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Fortsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 28, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER Vice-President & Traffic Manager.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
New York, Feb. 13,9:30 AM | Phila... Feb. 27, 9:30 AM
St. Paul. Feb. 20, 9:30 AM | St. Louis, Mar. 5, 9:30 AM
RED STAR LINE.
NEW YORK—ANTWERP—PARIS
Vaderl'd, Feb. 13, 10:30 AM | Zecland, Feb. 27, 10:30 AM
Kr'ni'd, Feb. 20, 10:30 AM | Finland, Mar. 5, 10:30 AM
Plers 14 and 15, N. R. Office, 73 Broadway, N. Y.

# WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Celtle..... Feb. 17, 6 A.M. | Majestle...Mar. 2, 10 A.M. Cedrie... Feb. 24, 11 A.W. | Oceanic.... Mar. 9, noon

Pler 48, North River. Office, 9 Broadway, New York

OCEAN ROUTE to FLORIDA and the SOUTH SAVANNAH LINE. Low Excursion Rates. 317 BANK PRESIDENT BLINDED.

A. J. Brunson of Plainfield Injured in an Accident While Experimenting. PLAINFIELD, N. J., Feb. 11.-Augustus J

Brunson, who was recently elected presi-

dent of the First National Bank after having secured a controlling interest in the stock, is likely to be blind for the rest of his life, as the result of an accident in his factory on Rock avenue.

The greatest secrecy has been maintained concerning the work done in the factory, the owner and an assistant being the only ones allowed to enter. Both refused to give a second of the control fused to give any information as to the

character of the work. A few days ago the two men were at work on an experiment. Mr. Brunson was standing over a gasolene engine when it exploded. The injuries to his face were was stanting over a gasoiene engine when it exploded. The injuries to his face were frightful, the flesh being burned to a crisp, and his hair was completely removed from his head. At first it was thought his eyesight could be saved, but after consultation yesterday between Dr. Janeway of New York and local physicians it was discovered that his eyes were sightless and prob-ably beyond help.

RAILROADS.

# **NEW YORK**

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

THE FOUR-TRACK TRUNK LINE.

Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains except those leaving at 839, 11:39 A. M., 245, 53:90, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 0:40 A. M.

7.54 all important stations.

8.30 A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 0:40 A. M.

8.45 A. M.—5YRACUSE LOCAL—Stops at all important stations.

8.45 Due Buffalo 4:45, Niagara Falls 5:35 P. M.

8.45 Due Buffalo 4:45, Niagara Falls 5:35 P. M.

8.45 Due Buffalo 7:10, Niagara Falls, 5:07.

10.30 A. M.—1DAY EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.

11.30 A. M.—2LOCAL EXPRESS.—Hakes local stops. Due Rochester 11:10 P. M.

11.30 A. M.—2LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—9BUFFALO LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:55 P. M.

1.00 P. M.—SOUTH WESTERN LIMITED.—Due Cincinnail 10:20, Indianapolis 11:30 A. M., St. Louis 6:45 P. M., next day.

1.00 P. M.—\*The 20th Centrury Limited.—20-hour train to Chicago via Lake Shore. Electric light and fans.

3.30 P. M.—\*LALBANY AND TROY FLYER.—Due Albany 6:40, Troy 7:05 P. M.

3.40 P. M.—\*DETROIT, GRAND RAPIDS and Chicago Selectic 2 And 2

3.40 P. M. ALBANI GRAND RAPIDS and Stops.
4.00 P. M. DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago via Michigan Central.
5.30 P. M. LAKE SHORE LIMITED.—28½ hour train to Chicago. All Pullman ears. Due Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:46 P. M. Part day.
6.00 P. M. WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—"WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
P. M.—"MONTREAL EXPRESS.—Via D.
& H. or Rutland.
P.M.—"ADIRONDACK AND MONTREAL EXPRESS.
P. M.—"BUFFALO AND TORONTO

P. M.—BUFFALO AND SPECIAL.
P. M.—SOUTHWESTERN SPECIAL. 9.30 P. M.—PACIFIC EXPRESS.—Chicago 31 hours by M. C. 33 hours by L. S.
11.30 P. M.—\*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

Chicago and St. Louis.

\*Daily. †Except Sunday. †Except Menday.

HARLEM DIVISION.

8:06 A. M. and 8:35 P. M. daily, except Sunday, to

Pittsheld and North Adams. Sundays at 9:20 A.M.

Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway,

25 Union Sq. W., 275 Columbus av., 276 West 125th

8tt. Grand Central and 125th st. stations, New York,

388 and 726 Fulton st. and 106 Broadway, Brooklyn.

Telephone "900 38th street" for New York Central Cab Service. Baggage checked from botel or

residence by Westcott Express Company.

**NEW YORK AND BOSTON** Via Springfield and the
BOSTON AND ALBANY RAILROAD.
Trains leave at '9102 A. M., 112:00 noon, '4:00 P.M.,
'113:00 P. M.
Tickets at New York Central Ticket Offices, 167,
415 and 12:6 Broadway, and at Grand Central Station.
A. H. SMITH.
Gen'l Manager.
Gen'l Pass'r Agent.

NEW YORK CENTRAL ROUTE

WEST SHORE R. R.

(New York Central & Hudson River R. R., lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.: 7:00 A.M.—For intermediate points to Albany. 11:20 A.M.—(I) Hudson and Mohawk Express. 12:00 P.M.—Chicago Express. 12:05 P.M.—Cont.Lim., for Detroit, Child St. Louis, 13:46 P.M.—(2) For Hudson River points & Albany. 16:00 P.M.—For Roch., Buffalo, Clev'd & Chicago. 18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis, 19:15 P.M.—For Syra, Roch., Niag., Falls, Det. & Child Dally, 1Dally, except Sunday, Leave Brooklyn Annex (I) at 10:45 A. M., (2) at 12:45 P. M. Leave Jersey City, Penna, R. R. Sta., (I) at 11:20 A. M., (2) at 13:25 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westroit Express.

A. H. SMITH,

Gen'l Manager.

Gen'l Pass'r Agent.

# New York and Boston all Rail.

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Leave

§8:00 A.M., Hartford and Willimantic,
10:00 A.M., Springfield and Worcester,
10:00 A.M., New London and Providence, 3:00 P.M.
10:00 A.M., New London and Providence, 4:30 P.M.
12:00 M., Springfield and Worcester,
1:00 P.M., Tivew London and Providence, 8:00 P.M.
1:03 P.M., New London and Providence, 7:00 P.M.
2:00 P.M., Hartford and Willimantic,
1:00 P.M., Springfield and Worcester,
1:00 P.M., Springfield and Worcester,
1:00 P.M., Springfield and Providence,
1:00 P.M., Springfield and Providence,
1:00 P.M., Springfield and Worcester,
1:00 P.M., Springfield an 5:00 P.M., !!NewLondon and Providence, 10:00 P.M., 5:00 P.M., "New London and Providence, 11:00 P.M. 5:01 P.M., "Springfield and Worcester, 6:35 A.M. 12:00 P.M., "NewLondon and Providence, 6:27 A.M. 12:02 A.M., "NewLondon and Providence, 6:37 A.M. "Daily, including Sunday. \$ stops at 12:01 st. '1:Five-Hour Limited, all parlor cars; fare, New York and Boston, \$7, including parlor car seat. Through parlor and sleeping cars by each train. Return service same hours and by same route. C.T. HEMPSTEAD, Gen. Pass. Agt.

READING SYSTEM.

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry the minutes earlier than shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:50 (7:15 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays 24:25 A. M., 1:00, 5:30 P. M.

WILKESBARRE AND SCRANTON—24:00, 0:10

A. M. 5:00 P. M. Sundays 24:25 A. M. 1:00 P. M. A. M. 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
IAKEWOOD, IAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, 45:00
P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M.
ATIANTIC CITY—9:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON—7:24:00 A. M.,
(1:30 P. M.) (130 P.M.)
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—74:00, 8:30, 11:30 A. M., x;20,
4:45, 5:30, 6:30, 11:50 P. M. Sindays, except
Ocean Grove, 9:90 A. M., 4:00, 8:30 P. M.
PHILADELPHIA — (READING TERMINAL)—
\*125, 17:00, 18:00, \*9:00, 11:00, 11:100, A. M., 112:00,
\*1:00, 41:30, 12:00, 13:00, \*4:90, \*5:00, 16:00, 17:00,
49:00, \$10:30 P. M., \*12:15 mdt.
47TH AND CHESTNITT STREETS—44:25, 18:30,
\*10:30, \*11:45 A. M., \*1:00, 2\*3:40, \*5:00, \*7:00, 19:25
P. M., \*12:15 mdt.

10:30, \*11:45 A. M., \*1:00, \*\*3:40, \*5:00, \*7:00, †9:25 P. M., \*12:15 mdt.

READING, HARRISBURG, POTTSVILLE
AND WILLIAMSPORT—[4:00, 24:25, 18:30, [19:10; 10:00, 11:00 A. M., Reading only, [41:00, 11:20, only, 4:00, 15:00 P. M., Reading, Pottaville and Harrisburg only, 4:00, 15:00 P. M., Street only \*Trem Liberty Street only \*Tre zFrom Liberty Street only. Daily Daily except Sunday. 4Sunday only. Parlor carsonly. Via Tamaqua. zSaturdays. aExcept Saturdays.
Offices: Liberty St. Perry, South Ferry, 6 Astor House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth Av., 26 Union Square West, 133 East 125th St., 278 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 860 Fulton St., Biklyn; 330 B'way, Winsburg, N. Y. Transfer Co. calls for and checks baggage to destination.
W. G. BESLER,
Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE NEW JERSEY CENTRAL R. R. PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

PHIA AND READING RY, and BALLE MORE AND OHIO R. R.
Leave South Ferry. Liberty St. Ferry Balto. Washington. 19.25 AM 10:29 AM Di Balto. Washington. 19.25 AM 10:29 AM Di Balto. Washington. 19.25 FM 11:45 AM Dh Balto. Washington. 19.25 FM 11:45 AM Dh Balto. Washington. 19.25 FM 13:40 PM Di Balto. Washington. 19.25 PM 13:40 PM Di Balto. Washington. 19.25 PM 17:00 PM Bu Balto. Washington. 19.25 PM 17:00 PM Bu Balto. Washington. 19.25 PM 12:15 It. Sleep Dalty. Dalty. Dalty. eveept Sunday. 43 Sunday of Offices: Liberty St. Ferry. South Ferry. 6 As House, 167, 291, 434, 1300, 1304 Broadway, 182 Fl Av., 25 Union Square West, 153 East 125th St. West 125th St., 246 Columbus Av., New York Court St., 344, 890 Fulton St., Brooklyn; 399 Bro way. Williamsburg. New York Transfer Co. calls and checks baggage to destination.

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. 12:10 nt. 12:15 nt. Chicago, Columbus, 12:55 pm. 11:00 pm. Diner Pittsburg, Cleveland 13:35 pm. 15:30 pm. Lin'd "Pittsburg Limited" 48:35 pm. 7:00 pm. Buffet Cincinnati, St. Louis 10:10 nt. 12:15 nt. Sleeper Cincinnati, St. Louis 10:25 pm. 10:30 nm. Diner Cincinnati, St. Louis 10:25 pm. 10:30 nm. Diner Cincinnati, St. Louis 10:25 pm. 10:30 pm. Diner Cincinnati, St. Louis 10:25 pm. 10:30 pm. Diner Onivers. 167, 261, 434, 1300 Broadway, 6 Astor House, 10:8 Greenwich St., 25 Union Square W., 291 Grand St. N. Y.; 343 Fulton Street, Brootlyn; South Ferry and Liberty Street. Isaggage checked from hotel or residence to destination.

# LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Deabroses Sts. B. Daily. † Except Sunday. Sunday changes: d12.45. e3.00. n5.25. x5.45. THE BUPPALO TRAIN

Tickers and Pullman accommonations \$1167, 261, 290, 285, 1234 and 1254 Broadway, 182 5th Ave., 25 Union Square West, 245 Columbus Ave., N Y. 860 Fulton St., 4 Court St., 36 Broadway, and Fr. Fulton St. Brooklyn, N. Y. Transfer Co. will call for and check baggage.

# Lackawanna Railroad.

Leave New York foot Barelay and Christopher Sts 18:00 A.M.—For Binghamton and Syraeuse.

10:00 A.M.—For Burfalo, Chleago and St. Louis.

11:40 P.M.—For Burfalo and Chleago.

14:00 P.M.—For Stranton and Plymouth.

6:10 A.M.—For Burfalo and Chleago.

8:45 P.M.—For Utlea, Oswego, Thaca, Burfalo.

2:00 A.M.—For Chleago—Sleepers open 9 P. M.

Tickets, 167, 429, 1183, 1434 Broadway, N. Y.; 328

Fulton st., Brooklyn. Dally, Texcept Sunday.

STEAMBOATS.

BOSTON AND POINTS IN FALL RIVER LINE, via Newportand Fall Biver, Leave Pler 19, N. R., foot of Warren St., week days only at 5:00 P. M. Steamers PLYMOUTH and PILGRIM. Orchestra on cach.
NORWICH LINE, via New London. Leave Pler 40, N. R., foot of Clarkson St., week days only at 5:80 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford. Springrield and the North. Leave Pler 40, N. R., foot of Clarkson St., week days only at 4:00 P. M., Steamer RICHARD PECK.

# JOY LINE.

PROVIDENCE, \$1.25, EVERY WEEK DAY BOSTON, DIRECT \$2.25. From Pier 35 East River. 'Phone 800 Orchard.

POST OFFICE

POST OFFICE NOTICE

(Should be read DAILY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Feb. 13, 1994, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-post mails for Germany close at 5 P. M. Monday, per steamship Kalser Wm. der Gresser and Wednesday, per steamship Blucher.

Regular and Supplementary mails close at Foreign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIO MAILS. TRANSATLANTIO MAILS.

SATURDAY.—At 6 A. M. for EUROPE, per steamship New York, via Plymouth and Cherbeurg
(mail for Ireland must be directed "per steamship New York"; at 8:30 A. M. for BELGUUM
direct, per steamship Vaderland (mail must
be directed "per steamship Vaderland"; at
8:30 A. M. for ITALY direct, per steamship
Hohenzollern (mail must be directed "per
steamship Hohenzollern"; at 9:30 A. M. for
SCOTLAND direct, per steamship Anadola(mail must be directed ""per steamship Anadolachorla"); at 10:30 A. M. (supplementary D. M.)
for EUROPE, per steamship Umbria, via
Queenstown.

After the closing of the Supplementary Trans-atlantic Malis named above, additional Sup-plementary Malis are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA
WEST INDIES, 4c.
FRIDAY.—At 2:30 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Arabisten: at 4 A. M. for NORTHERN BRAZZILper steamship Hasil, via Pars and Manasa:
at 9:30 A. M. (supplementary 10:30 A. M.)
for INAGUA and HATTI, per steamship America
SATURDAY.—At 8:30 A. M. (supplementary 9:30
A. M.) for CURACAO and VENEZURILA, per
steamship Zulla (mail for Savantila and Cartagens must be directed "per steamship Zulea";
at 9 A. M. for BARBADOS, per steamship Loostakken (mail for Brazil via Pernambuce and
Maccio must be directed "per steamship Loostakken"; at 9 A. M. for PORTO RICO, per steemsship Coamo, via San Juan; at 9:30 A. M. sumplementary 10:30 A. M.) for PORTORICO, per steemsmentary 10:30 A. M.) for PORTORICO, per steemship
JAMAIOA, SAVANILLA and CARTAGENA,
per steamship Sarnia"; at
10 A. M. for CUBA, per steamship Mexico, via
HAVANA. MAILS FOR SOUTH AND CENTRAL AMERICA

MAILS FORWARDED OVERLAND, A. EXCEPT TRANSPACIFIC.

MAILS FORWARDED OVERLAND, as EXCEPT TRANSPACIFIC.

CUBA.—Via Port Tampa, Florida, clease at this office daily, except Thursday, at \$4.50 A, M. (the connecting mails close here on Mondays, wednesdays and Saturdays.)

MEXICO OITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 120 P, M. and 10:30 P, M. Sundays at 1:00 P, M. and 10:30 P, M. Sundays at 1:00 P, M. and 10:30 P, M. (connecting mails close here every Monday, Wednesday and Saturday.)

JAMAICA.—By rail to Philadelphia and thence by steamer, closes at this office at 10:30 P, M. every Sunday.

By rail to Boston, and thence by steamer closes at this office at 6:30 P, M. every Friday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P, M. BLIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M., Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. and \$10:30 P, M. Sundays at \$1:00 P, M. Sundays at \$1:00 P, M. Sundays at \$1:00 P, M. Sund

Saturday.

§REGISTERED MAIL closes at 6:00 P. M. pre vious day.

TRANSPACIFIC MAILS.

TRANSPACIFIC MAILS.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, ciuse here daily at 0:30 P. M. up to February 12th, inclusive, for despatch per steamship Hong Kong Maru.

HAWAII, via San Francisco, close here daily at 0:30 P. M. up to February 15th, inclusive, for despatch per steamship Alameda.

CHINA and JAPAN, via Vancouver and Victoria, B. C., close here daily at 0:30 P. M. up to February 15th, inclusive, for despatch per steamship Empress of China. (Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.)

CHINA and JAPAN, via Scattle, close here daily at 0:30 P. M. up to February 15th, inclusive, for despatch per steamship Riojun Maru.

HAWAII, JAPAN, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via San Francisco, close here daily at 0:30 P. M. up to February 12tst, inclusive, for despatch per steamship China.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 0:30 P. M. up to February 12tst, inclusive, for despatch per steamship China.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 0:30 P. M. up to February 12tst, inclusive, for despatch per U. S. Transport.

NEW ZEALAND, AUSTRALIA (except West), NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 0:30 P. M. up to February 12tst, inclusive, for despatch per steamship Sierra. (If the Cunard ateamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 3:30 A. M., 9:30 A. M., and 0:30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALEDONIA (specially addressed only), via Vancouver and Victoria, B.C., close here daily at 6:30 P. M. up to February 11th, inclusive, for despatch per steamship Mowera.

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February 11th, inclusive, for despatch per steamship Mowera.

March 418th, inclusive, for despatch per ateamship Mariposa.

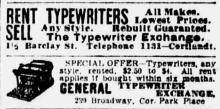
NOTE.—Unless otherwise addressed, West Austrails is forwarded via Europe; and New
Zealand and Philippines via San Francisco—
the quickest routes. Philippines specially
addressed "via Canada" or "via Europe" must
be fully prepaid at the foreign rates. Hawaii
is forwarded via San Francisco exclusively.

Transpacific mails are forwarded to port of
sailing daily and the schedule of closing is arranged
on the presumption of their uninterrupted overland
transit. \*Registered mail closes at 6:00 P. M.
previous day.

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y. Feb. 5, 1904.

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# Branch Offices



Advertisements and Subscrip-tions may be left at these offices, where the rates are the same as those charged at main office.

NEW YORK CITY, 1803 Broadway, near 38th St.; 241 West 125th St. BROOKLYN, 312 Washington St., 341 Fuiton St. LONG ISLAND CITY, N. Y., 18 Borden Ave., E. N. Dodson.

CHICAGO, ILL., 1002-1004 Tri-

BOSTON, MASS., Room 44, Globe Building, Washington Street, T. P. Harrison. NEWARK, N. J., 794 Broad Street. F. N. Sommer.